

**POMRIL**  
PURE NON-ALCOHOLIC  
APPLE JUICE  
Invaluable for Stomach and  
Diabetes.  
Per doz. quarts..... \$7.25  
Per doz. pints..... 4.65  
**H. PRICE & CO.,**  
12, Queen's Road Central.

# Hongkong Daily Press.

ESTABLISHED 1857.

**ITALIAN VERMOUTH**  
The only Reliable Brand is  
**MARTINI ROSSI**  
SUCCESSORS  
**MARTINI SOLA & CO.**  
AGENTS—  
**H. PRICE & CO.,**  
12, Queen's Road Central.

No. 14,379 號政拾柒百叁千肆萬壹第 日捌十月叁年十叁緒光 HONGKONG, TUESDAY, MAY 3RD, 1904. 式拜禮 號叁月五年肆零百九千壹英港香 PRICE, \$3 PER MONTH.

TO KEEP YOUR HOUSES SWEET AND  
CLEAN USE  
**WATSON'S  
HYGIENOL.**  
THE BEST LIQUID DISINFECTANT  
ON THE MARKET.

**A. S. WATSON & CO.  
LIMITED.**  
THE HONGKONG DISPENSARY.  
[a1545]

**CUTLER, PALMER  
& CO.'S**  
PRICE \$11.00 PER DOZEN  
NET  
"SPECIAL BLEND" WHISKY  
Blend  
Selected  
Distillations of the  
Finest Scotch Whiskies  
Apply to  
**SIEMSEN & CO., Hongkong.** [a146]

**GREEN ISLAND CEMENT COMPANY.**  
**PORTLAND CEMENT.**  
Casks of 375 lbs. net \$4.75 per Cask ex Factory.  
Bags of 250 lbs. net \$2.85 per bag ex Factory.  
**SHEWAN, TOMES & CO.,**  
General Managers.  
Hongkong, 14th August, 1903. [a3359]

**VICTORIA CYCLE EMPORIUM**  
We are Sole Agents for the following—  
MONOPOL, FUTURE, CENTAUR, and  
NEW PREMIER CYCLES. Best American  
Machines in the Market, always on View and  
for Sale. Also a Large Assortment of SECOND-  
HAND MACHINES of various makes,  
nearly as good as new, at greatly reduced prices.  
MOTOR CYCLES, MAIL CARTS,  
RICKSHAS FITTED WITH PNEUMATIC  
TYRES and BALL BEARINGS THROUGH-  
OUT. Everything in the trade always kept in  
Stock. First-class workmanship guaranteed in  
all branches of the business. Re-ensembling a  
speciality.  
**McKIMDY & CO.**  
43 & 34A, Queen's Road East.  
[a60]

**A. LING & CO.,**  
FURNITURE STORE.  
PLATED, GLASS AND CROCKERY  
WARE, &c., &c.; and FOCHOV  
LACQUERED WARE.  
68, QUEEN'S ROAD CENTRAL.  
Hongkong, 21st September, 1903. [a131]

**NOTICE OF REMOVAL**  
REMOVAL.  
THE OFFICE of the undersigned has This  
Day been REMOVED to ALEXANDRA  
BUILDINGS, 2nd FLOOR.  
**HOLLAND-CHINA TRADING CO.**  
Hongkong, 27th April, 1904. [1116]

**THE HEAD AGENCY OF THE JAVANA-  
CHINA-JAPAN L.I.N.**

**THE OFFICES of the above Steamship  
Company have This Day been REMOVED  
to ALEXANDRA BUILDINGS, 3rd  
FLOOR.**  
Hongkong, 28th April, 1904. [1138]

**REMOVAL NOTICE.**  
**NORTH CHINA INSURANCE CO., LD**  
THE OFFICE of the above Company has  
This Day been REMOVED to ALEX-  
ANDRA BUILDINGS, SECOND FLOOR,  
Des Vaux Road.  
**H. G. SIMMS,**  
Acting Agent.  
Hongkong, 50th April, 1904. [1149]

**CHANGE OF ADDRESS.**  
**WILKINSON, HEYWOOD & CLARK,**  
LD. (Proprietors of David Storer &  
Sons), have REMOVED to ALEXANDRA  
BUILDINGS (3rd FLOOR).  
**W. D. GRAHAM, Manager.**  
Hongkong, 9th April, 1904. [1157]

**NOTICE OF REMOVAL.**  
**WE have To-day REMOVED our Offices  
to 3rd FLOOR, ALEXANDRA  
BUILDINGS.**  
**LINSTEAD & DAVIS.**  
Hongkong, 3rd April, 1904. [1159]

**NOTICE OF REMOVAL.**  
**MESSRS. PALMER & TURNER have  
This Day REMOVED their Offices to  
ALEXANDRA BUILDINGS, 3rd FLOOR.**  
Hongkong, 1st May, 1904. [1160]

**NOTICE OF REMOVAL.**  
**DR. KEW, BROTHERS & CO. have  
This Day REMOVED their Dental  
Surgery to the 3rd FLOOR, ALEXANDRA  
BUILDING.**  
Hongkong, 2nd May, 1904. [1168]

**VERMOUTHS**  
**FRENCH**  
NOILLY, PRAT & CIE.  
TAILLAN'S CRISTAL (VERY DRY).  
**ITALIAN**  
BALDI (DRY).  
MARTINI SOLA (SWEET).  
Telephone No. 75.

**CALDBECK, MACGREGOR & CO.**  
WINE AND SPIRIT MERCHANTS.  
15, Queen's Road,  
Hongkong, 16th April, 1904. [a35]

**CUTLER, PALMER & CO.**  
ESTABLISHED IN LONDON IN 1815.  
SHIPWRECKERS TO CHINA FOR 75 YEARS.  
Their Brands are favourably known all over the World.  
The following are some of their Stocks with the undersigned:—

**SUPERB OLD COGNAC,**  
\$23.50 PER DOZ.  
Distinguished by Four Stars on the label.

**C.P. & Co.'s INVALIDS' PORT**  
\$21 PER DOZ.  
This fine Wine is old, soft, and of grand flavour.  
See analysis and certificate by Professor Cassal.

**DOURO PORT.**  
\$15.00 PER DOZ.  
A fine, full, and fruity wine.

**AMOROSO SHERRY,**  
\$20 PER DOZ.

**LA TORRE SHERRY,**  
\$17.00 PER DOZ.  
A natural and most pleasant wine to the taste.

**BENEDICTINE LIQUEUR—  
D.O.M.,**  
\$41.75 PER DOZ. QUARTS.  
\$43.75 PER 2 DOZ. PINTS.  
THEY ARE UNEQUALLED AT THE PRICE

**C. P. & Co.'s OWN SPECIAL  
BLEND WHISKY,**  
\$11.00 PER DOZ.  
Very soft, palatable, and mature.  
EVERYBODY SHOULD TRY THESE ITEMS

**AGENTS—SIEMSEN & CO., HONGKONG.**  
**AWAY IN THE LEAD AND STILL GAINING.**  
**BORATED LAVENDER  
BATH AMMONIA**  
EXPRESSLY PREPARED  
**FOR TOILET USE.**

**ANTISEPTIC**  
This new preparation will be found to combine the aromatic properties of the  
French Toilet Waters with the cleansing power of Ammonia.  
**DELICATELY PERFUMED** with the sweet odour of MITCHEAM LAVEN-  
DER the bath has a new charm.  
The addition of antiseptics REMOVES SKIN IMPURITIES, it is a Specific  
against PRICKLY HEAT and MOSQUITO-BITES.  
**MADE SPECIALLY FOR THE EAST BY**

**WATKINS LIMITED,**  
APOTHECARIES' HALL, HONGKONG.  
TRY IT IN YOUR BATH.  
**CONFECTIONERY!!!**

**THE CHOICEST AND LARGEST VARIETY, FROM PARIS AND LONDON.**  
**MARRONS GLACES, CRYSTALLISED FRUITS.**  
**TOM SMITH'S CRACKERS.**  
**XMAS PLUM PUDDINGS.**  
DATES, FIGS, RAISINS, ALMONDS and NUTS.  
**STILTON, CHEEDAR, GORGONZOLA, ROQUEFORT, CAMENBERT,**  
**SAVOIE, CREAM CHEESE, MACLAREN'S and YOUNG AMERICAN**  
**CHEESE.**  
**YORK HAM and BEST ENGLISH BACON.**  
**TOYS, TOYS.**

**G. GIRAULT.**  
**KODAKS,**  
**FILMS,**  
**AND ACCESSORIES.**

**DEVELOPING AND PRINTING UNDERTAKEN.**  
**GOOD WORK, PROMPT RETURN.**

**LONG, HING & CO.,**  
**PHOTO GOODS STORE,**  
17A, QUEEN'S ROAD CENTRAL.  
Hongkong, 21st December, 1903. [a38]

**AERNHOLD, KARBURG & CO.**  
**LARGE STOCK  
OF  
LIGHT RAILWAY MATERIAL**  
ENQUIRIES SOLICITED.  
Hongkong, 29th April, 1904. [a338]

**E. C. WILKS & CO.,**  
**MARINE SURVEYORS.**  
CONSULTING ENGINEERS AND NAVAL ARCHITECTS.  
COLLISIONS AND DAMAGES SURVEYED.  
SALVAGE WORK UNDERTAKEN.  
SHIP DESIGNS AND SPECIFICATIONS PREPARED.  
Agents for the CONSTRUCTION and SALE of STEAM and MOTOR LAUNCHES.  
CONTRACTS for NEW TONNAGE on reasonable terms with first-class builders.  
A large stock of CANADIAN ASBESTOS and ASBESTOSCELS Goods Kept.  
Agents for Messrs. ALLEN & SONS ELECTRICAL PLANT and CENTRIFUGAL PUMPS.  
Telegram Address: "MARINEWORK."  
Telephone No. 358. [a1153]  
Hongkong, 1st May, 1904.

**THE  
LAHMEYER ELECTRICAL CO., LD.,**  
LONDON,  
AND  
**ELECTRIZITAETS ACTIEN GESELLSCHAFT FORM.**  
**W. LAHMEYER & CO., FRANKFURT A/M.**  
FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION  
Apply to—  
**SIEMSEN & CO., SOLE AGENTS FOR CHINA.** [a56]

**W. BREWER & CO.**  
23 and 25, QUEEN'S ROAD.  
Wide World Magazine, Volume 12 ... \$4.60  
A. P. C. Code, 5th Edition ... 19.50  
The Handy Royal Atlas ... 18.50  
Through the Highlands of Siberia ... 13.00  
Stanley Gibbon's Stamp Catalogue, 2 Vols. 3.50  
Pears' Cyclopaedia ... 0.90  
Russo-Japanese War: Diary Published  
by the "Kobe Chronicle." Part 1  
ready ... 0.60  
Orders Received for the Series.  
Strong Mac, by Crockett ... 1.75  
Keith Johnston's War Map ... 0.80  
The Revellers, by Louis Tracey ... 1.75  
The Leopard's Spots, by T. Dixon ... 1.75  
The Japs at Home, by Sladen ... 0.45  
The Cardinal's Snuff Box, by Harland ... 0.45  
Pearson's Dream Book ... 0.80  
The Deliverance, by Ellen Glasgow ... 1.75  
Room Five, by Drummond ... 1.75  
The American Prisoner, by Philipotts ... 1.75  
Countess Ida, by Wishaw ... 1.75

**NEW STOCK  
PLAYING CARDS.**  
**GENTLEMEN'S BOOTS AND SHOES,**  
**BLACK AND BROWN.**  
**THE FAY SHOES TYPE-WRITER.** [a33]

**NERNST**  
**NERNST ELECTRIC LIGHT.**  
**BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY**  
**AS CHEAP AS GAS!**  
FOR PARTICULARS APPLY TO  
**EDM. JOHANNSEN OR SIEMSEN & CO.** [a55]

**BONZOLINE.**  
The SUBSTITUTE for IVORY in the  
TROPICS. Does not crack or change its shape  
Is coloured throughout and always keeps its  
colour.  
Has the same hardness, click and elasticity  
as the very best ivory.  
BONZOLINE BILLIARD BALLS, size 2 1/16 inch.  
Rs. 31/8 set of three.  
BONZOLINE POOL BALLS, size 2 1/16 inch.  
Rs. 12/6 set of twelve.  
BONZOLINE PYRAMID BALLS, size 2 1/16 inch.  
Rs. 16/- set of sixteen.  
BONZOLINE SNOOKER BALLS, size 2 1/16 inch.  
Rs. 23/1 set of twenty-two.

**C. LAZARUS & CO.**  
BILLIARD TABLE MANUFACTURERS,  
60 & 61, BENTINCK STREET,  
CALCUTTA. [a119-2]

**CARTRIDGES.**  
IMPORTED EVERY MONTH, THERE  
FORE ALWAYS FRESH  
**ELEY'S, SCHULTZ'S, AMBERITE**  
**and KYNOK'S SPORTING**  
**CARTRIDGES 8, 10, 12, 16, and 20 BORE,**  
**and NEWCASTLE CHILLED SHOT in**  
**all Sizes, Nos. 10 to 888G. AIR GUNS and**  
**AMMUNITION in Variety.**  
**WM. SCHMIDT & CO.**  
Hongkong 23rd November, 1902 [1]

**LOST.**  
ON Monday, 25th April, between Peak and  
Queen's Road, A LADY'S GOLD  
CURB BRACELET. Finder will be rewarded.  
**B. LAYTON,**  
2, Ice House Street.  
Hongkong, 28th April, 1904. [1118]

**LOST.**  
ONE ENVELOPE containing Photographic  
Films in Queen's Road between Messrs.  
Kraus & Co. and A Chee & Co.  
A Reward of \$5 will be paid if delivered to  
**A CHEE & CO.**  
Hongkong, 2nd May, 1904. [1162]

**A PRESENT FOR THE WIFE.**  
What better than a SINGER?  
We charge nothing for inspection.  
Showrooms:—  
3A, WYNDHAM STREET.  
Hongkong, 3rd May, 1904. [1016]

**OCCIDENTAL HOTEL.**  
ELGIN ROAD, KOWLOON.  
35 Bedrooms, excellently furnished.  
Bath to each room.  
Dining-room and Cuisine under strict  
supervision.  
European and American Wines, Spirits, and  
Beers.  
POOL and BILLIARDS.  
English, American and Manila Newspapers on  
file.  
Terms: \$4 to \$10.00 per day.  
**R. MATTHEAY,**  
Proprietor.  
Hongkong, 6th May, 1903. [a210]

**HONGKONG HOTEL**  
A FIRST-CLASS HOTEL IN EVERY RESPECT

Elegantly Furnished Reading, Drawing  
Music, Ping-pong and Smoking Rooms.  
Private Bar and Two Billiard Rooms for  
Hotel Residents.  
Dining Accommodation for 300 persons.  
Private and Special Dining Rooms.  
European Chef and Indian Curry Cook.  
Ladies' Afternoon Tea Rooms with European  
Matron in attendance.  
Ladies' Cloak Room.  
Hydraulic Elevators to each Floor.  
Bedroom Accommodation—131 rooms.  
Electric Lighting throughout. Electric Fans  
in Rooms, if required.  
Hot and Cold Water throughout.  
Wines and Groceries specially imported by  
the Hotel Co.  
Wines cooled by Hotel refrigerators.  
Hotel Linen washed on Premises by  
machinery.  
Fire Extinguishing Mains and Emergency  
Exits on every floor.  
MODERATE CHARGES! NO EXTRAS!  
**H. HAYNES,**  
Manager.  
[a18]

**THE  
PEAK HOTEL.**  
Admirably Situated. Sheltered from the  
North-East Monsoon and Open to the South  
West Monsoon.  
A COVERED GANGWAY LEADS  
FROM THE TRAMWAY TERMINUS  
INTO THE HOTEL.  
Telephone No. 29.  
Town Office: 7, DUDDELL STREET. [a914]

**KING EDWARD HOTEL.**  
A HIGH CLASS PRIVATE HOTEL.  
Ladies' Afternoon Tea-Rooms.  
Private Bar and Billiard-Rooms.  
Hot and Cold Water throughout.  
Electrically Lighted. Electric Fans (if  
required).  
Electric Passenger Elevator to each floor.  
Table D'Hote at separate tables.  
For Terms, &c., apply to the—  
**MANAGER.**  
Hongkong, 10th June 1903. [a1082]

**CONNAUGHT HOUSE.**  
A FIRST CLASS HOTEL Situated near  
the Banks and Principal Offices.  
Excellent Cuisine and Wines.  
Large and lofty Rooms. Elegantly Furnished  
Hydraulic Elevator, hot and cold water  
throughout.  
Special Rates for Tourists.  
Launch Service for Guests.  
For Terms, apply to the  
**MANAGER.**  
Hongkong, 31st October, 1902. [a49]

**MACAO  
AND  
CANTON  
HOTELS.**

**A LITTLE CHANGE.**

**THE Round Trip from HONGKONG  
to MACAO, thence to CANTON and back to  
Hongkong, will be found interesting and  
enjoyable**  
**WM. FARMER,**  
Proprietor.  
[a697-1977]

**"BOA VISTA"**  
(HOTEL-SANITARIUM OF SOUTH  
CHINA)  
**MACAO**  
HAS been re-opened under European  
management and most strict supervision  
as to food, cleanliness, and hygiene of the place.  
All comforts of a home.  
A most pleasant retreat for those desirous of  
a few days rest and quiet.  
Comfortable accommodation for travellers  
paying a visit to the historical and picturesque  
colony of Macao.  
Macao is 40 miles south-west of Hongkong.  
One steamer (s.s. *Hongkong*), daily to and  
from Hongkong, and two steamers to and from  
Canton, give easy communication with both  
these centres.  
Cable Address—"BOAVISTA."  
For Terms, apply to  
**THE MANAGER**  
[a224]

**WANTED.**  
**RELIABLE and ALERT PORTUGUESE  
SALESMEN.** Good wages to good  
men.  
Apply—  
**BOX 365,**  
Care of Daily Press Office.  
Hongkong, 29th April, 1904. [1139]



# A. S. WATSON & CO., LIMITED

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

## CLARETS.

FINEST VINTAGES FROM

THE MOST

CELEBRATED

CHATEAUX

IN EXCELLENT CONDITION.

	1 doz. Qts. 2 doz. Pts	
B. ST. ESTEPHE (Red Capule) ...	88.00	89.00
C. ST. JULIEN (Red Capule) ...	10.00	11.00
D. LA ROSE (Red Capule) ...	13.50	14.50
CHATEAU HAUT BRION LARIVET ...	20.00	22.00
CHATEAU MOUTON D'ARMAILHACQ ...	24.00	26.00
CHATEAU PONTET CANET ...	28.00	—
CHATEAU LA TOUR CARNET ...	33.00	—
CHATEAU RAUZEN ...	48.00	—
CHATEAU LAFITE ...	54.00	—

# A. S. WATSON & CO. LIMITED.

THE HONGKONG DISPENSARY.

[31]

## NOTICE TO CORRESPONDENTS

Our communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, and for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymous signed communications that have already appeared in other papers will be inserted.

Letters for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that time the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS, CODES: A.B.C. 6th Rd. Editor's.

P.O. Box, 33. Telephone No. 12

## BIRTH.

On the 29th March, at Aberdeen, Scotland, the wife of DAVID WOOD, Public Works Department, of a daughter.

## MARRIAGE.

On the 25th April, at Ningpo, before R. H. Mortimore, H.B.M. Consul, JOHN O'SHEA, of Emma GEMMELL.

## DEATH.

On the 27th April, at the General Hospital, Shanghai, WILLIAM FRANK STREVENSON, of Sydney, N.S.W., late of I.M. Customs, Shanghai, aged 60 years.

## The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD, C.I.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 3RD MAY, 1904

REUTERS some days ago informed us that, before leaving S. Petersburg, General KUROPAKIN had stated that there were then 300,000 troops at the seat of war in Manchuria, which he considered enough for the conduct of the war, and he did not propose to demand any more. It is, of course, quite possible that Reuters may have misinterpreted what General KUROPAKIN really said, or intended to say; doubtless 300,000 effective men in the field would be able, under effective generalship, to resist any advance of the Japanese, and secure the possession of Manchuria, but there are several things which require to be taken into consideration. The first of these is as to the number of effective troops available. Judging by what we have already seen of Russian movements the indications are decidedly that the Russians are being hampered by an insufficiency of men, else it is not easy to see why they should have abandoned the whole of North-western Corea, and apparently fallen back so far without venturing a battle. With a strong army at his disposal it is again not easy to conceive why an active general should not have occupied in force the north-eastern province of Ham-kiong, and threatened thus any advance of the Japanese from Gensan. What the Japanese plan of operations in their land campaign is likely to be is still a mystery, so well have their counsels been kept,

further than that the line of railway between Newchwang and Harbin is evidently the first objective; but it is still an open question whether the attack is to be made from the Gulf of Corea or from the head of the Liaotung Bay. This uncertainty, of course, compels the Russian forces about Liaoyang to have two fronts, one directed towards Newchwang, the other towards Fenghuangcheng. There are many reasons why the Japanese should select the east coast of the Liaotung Peninsula as a place of landing, and this brings us to the consideration of the very evident advantage which the Japanese possess in the outline of the Korean coast. The distances from Sasebo or Shimoda to Takushan or Gensan, or from Tsuruga or Hakodate to Gensan or Possiet Bay are practically equal, in all cases about five hundred miles, or say two days' steaming, so that they are in a position to keep the enemy in the dark till the last moment as to their actual intention. Though of secondary consideration, as an alternative line from Khabarovsk already exists, the railway from Harbin to Vladivostok also affords a vulnerable point, and the possibility of an attack on this, either from Gensan or from Possiet Bay, has to be taken into consideration. The Japanese have thus every object in prolonging the present state of uncertainty as to the eventual landing-place, while judging from recent experience the Russian intelligence department is still unable to cope with that of their wily antagonists.

Taking into consideration, however, all the difficulties that stand in the way of concentration we do not think that the Russian Commander-in-Chief has given any indication of an available force at all approaching 300,000 men; allowing for some 80,000 between Harbin and Liaoyang, exclusive of those engaged in guarding the line, which on account of the folly of the Russians in alienating the Chinese population, requires in itself a considerable force, and leaving 50,000 for garrisoning Port Arthur, Vladivostok, and the other defensive posts, we arrive at some 160,000 men, and judging from the indications given from all quarters this would seem to be approximately correct.

There is another entirely independent way of calculating the strength of the Russian forces by taking into consideration the capacity of the railway. There is a concurrence here of opinion amongst engineering experts. The greater portion of the line is over the vast Siberian plains and this has minimised the difficulties and cost of construction. The whole line cost £78,000,000 sterling, or at the rate of about £7,500 per mile, which may be looked upon as moderate for such a line, which had for the most part to be constructed with unskilled labour, and where all the materials had to be carried from Europe. As a consequence the rails and rolling-stock are light, and the ballasting indifferent. The line is, moreover, indifferently supplied with passing-places, and this greatly hampers its capacity. A capable expert well acquainted with the conditions of the line placed its capacity, taking into consideration the necessary stores and ammunition to be carried, at an average of a thousand troops per day. He, however, added significantly, that as the greater part of the stores and provisions required by the troops would need to be transported by the railway, its capacity for carrying the troops would be continually reduced, as more and more were landed at the end of the journey, so that in a comparatively short period the transport of troops would automatically cease. Now the Russian estimates of the capacity of the line at no time exceeded forty-five thousand per month; and this on the supposition that the line was in good order. The line has, however, undoubtedly not been in good order; moreover, there exists between Irkutsk and Selenginsk a breach some two or three hundred miles long which has to be traversed across a mountainous tract over which everything has to be carried on horse-back or on foot. From various sources of information we gather that the serviceable troops at command in Manchuria in January did not much, if at all, exceed 70,000, and if we allow that 100,000 have since found their way there, which considering that the interval, owing to the breaking-up of the ice in Siberia, is the most difficult period of the year for travelling, we shall arrive at a total of 170,000 men. From this we must make a deduction for the necessary wear and tear from deaths and invaliding, which in view of the unusually severe winter we can hardly place at less than 9,000, so that practically we arrive at the same figures as before of 160,000 available troops. From this, as before stated, we must deduct some 80,000 as required for necessary garrisons, preserving the railway track, and over-

awing the unruly population of Manchuria, so that seemingly but some 80,000 are available for actual warfare. If we even increase this number by a third the advantage still would seem to rest with the Japanese, who will probably be able to place in the field not far short of 200,000 men. This of course assuming that the Japanese land forces will be handled with the same vigour and ability as has marked the conduct of the fleet. Now, as we pointed out on the 4th March, the Japanese have three possible lines of attack open, and of these they have as yet owing to the lateness of the season been able to indicate but one, and that is by way of the mouth of the Yalu, and against this the Russian generals have taken measures, by concentrating a large force, estimated as from thirty to forty thousand troops, in or about Liaoyang. The naval operations about Port Arthur undertaken with the plain object of so reducing the power of the Russian fleet as to set the Japanese fleet free for operations elsewhere, can hardly be otherwise interpreted than as implying an intention to land a strong force from the Sea of Japan; as this has hitherto been delayed pending the break-up of the ice at Vladivostok, evidently the objective is to be sought there or thereabouts. The various attacks at Port Arthur have indicated, if any proof were necessary, that fortifications cannot be attacked with any hope of success by a fleet; so that plainly no such attack is meditated on the defences of Vladivostok; the harbour of Vladivostok is curiously exposed to bombardment, so that it is likely enough that it is to be treated similarly to Port Arthur. Work of this nature cannot seriously advantage an attacking force, and on the celebrity and promptness of Japan's first operations on shore must depend her eventual success in the war with her big antagonist. Now, as pointed out, Possiet Bay is well within striking distance from Japan, and with a fleet flushed with success, and under an able admiral, such as Admiral Togo has proved himself, ready to attack simultaneously the Russian fleet at the moment locked up in Vladivostok, there is nothing in view to prevent an able general from landing a force in Possiet Bay; the more so as an admirable beach affords every natural facility for landing. The unknown factor in the affair is, of course, the personal one, but allowing that the capacity for active operations of the Japanese generals is equal to that of their admirals there is a fair hope of success; though the operation may be a critical one, and will certainly need all the pluck and readiness in danger which has hitherto distinguished the Japanese arms. Simultaneously with this, if indeed the force have not already started, we may expect a third advance from Gensan, towards which some steps seem to have been already taken, which may account for the recent reconnaissance of the Russians towards Syongehin—what the objective of such an advance may be we are, of course, unable to say; it may be intended to act in support of the Japanese advance across the Yalu. For ourselves we are more disposed to judge that it is really intended to cross the Changpei Shan, where the passes are lowest, and advance along the upper valley of the Sungari with Kirin as its objective. A force thus advancing would be able as soon as it got into practicable country to support an advance from either Fenghuangcheng towards Moulken, or from Possiet Bay towards Ninguta, whilst menacing at its weakest point the line of railway between Harbin and Vladivostok. Altogether there is a strong indication that the curtain is about to rise on some decisive event, and that the Japanese, at least, are prepared to take advantage of the first return of warm weather to commence the campaign in downright earnest, and force conclusions one way or the other.

To-night the band of the German warship *Hansa* will give a second orchestral concert in the Theatre Royal.

The central part of the old Hongkong Club (until recently occupied by Ah Mon and Hing Cheung, tailors) has been opened up as a branch of the Cafe Weismann.

The steamer *Chikhi*—Messrs. Butterfield and Swire—brought down 103 Indian details from Tientsin. A fine passage was experienced down coast. The soldiers are on their way home from Hongkong by an Indo-China steamer.

Numerous firms took up their tenancy in Alexandra Buildings yesterday. Now that the bamboo scaffolding have been removed from the building its handsomeness appeals to the eye and is generally being remarked upon.

During the past week-end the Supreme Court was washed out and disinfected, a process which it was highly in need of. In the small Court the dust sometimes lies so thick on the seats and benches that one can write one's name on them with a walking-stick.

The Tientsin Gas Co. has declared an interim dividend of 6 per cent.

The Chief Justice sat in chambers yesterday hearing parties in the *Granville Sharp* will case.

Captain Merdin, late of the China Merchants Co., has been appointed captain of the French Canton river steamer the *Charles Hardouin*.

The Canton and Meco steamers are reaping a rich harvest just now by reason of the large number of Chinese going up to the country for festival and worshipping purposes.

The Electric Light Co. are laying cables to the Peak and the lower high levels, so that very soon the whole of the island in its residential parts will be enjoying the benefits of electric light.

There have been many complaints of late about the emission of smoke from the Electric Light Co.'s works in Wanchai. At present we learn there is being put up a smoke-prevention apparatus which should do away with the nuisance.

Complaints about the scarcity of water even on the low levels are still numerous. On Sunday, Wanchai and East Point residents were unable to get enough for cooking purposes and had to have water carried in some cases from the centre of the town.

During the 48 hours ending at noon yesterday 16 fresh fatal Chinese plague cases were reported, one being "dumped" at Mongkok and the others occurring in No. 2 Health District (1), No. 2 (3), No. 2 (1), and No. 13 (3). The only cases of communicable disease other than plague last week were 4 of small-pox (all Chinese, 2 fatal).

Chess-players will appreciate the following criticism of the war by the Tokyo correspondent of the *N. C. Daily News*:—"It resembles closely a game of chess. The Japanese castles and queen have acted smartly in opening the water communications, and can now arrange their pawns any way they will." This is evidently the Japanese Opening.

Now that the Pruys towards the west is being built up and developed by the tramway one gathers that the P.W.D. has made a huge mistake in putting up the hideous buildings which stand right in the middle of the road opposite the Canton steamer wharfs. Why such a splendid thoroughfare should be disfigured and blocked by these structures passes comprehension.

A Vienna despatch to the *Mainichi* says:—"A state of panic exists all over Russia in consequence of the news of the disastrous defeat at Port Arthur. The educated class, the teachers and students, who opposed the war from the outset, are now denouncing the Government authorities for having brought about the war in order to win vain distinctions and unassured wealth. Their work has placed the whole of Russia in difficulty. The revolutionary movement is rapidly increasing and threatens to spread all over the country. The condition of affairs is grave."

The Board of Commerce at Peking has been instructed by Imperial rescript to take note of a memorial sent in by the Acting Viceroy of the Min-che Provinces, naively announcing among other things that he will cancel the agreement made by his predecessor with certain foreign capitalists for the working of certain mines in the five northern prefectures of Peking, and make new ones with them, because the privileges at present given to the concessionaries are too large, and calculated to injure Chinese mining interests. Plans are to be devised to enlist both foreign and Chinese capital to work the rich mineral deposits.

Next Sunday the Chinese festival at Shekwan will take place, and as usual there will be a number of excursion steamers running from Hongkong. It may not be generally known that this festival is one of the most famous in southern China and attracts thousands of pilgrims from all over Kwangtung and Kwangsi. It is only three hours' journey from Hongkong. In ordinary times the only thing of interest at Shekwan is an old temple, but when the festival is on, gangways are built across the paddy-fields, a big theatre is erected, and there are innumerable booths and stalls for supplying the wants and attending to the comfort of the army of spectators.

The accounts of the Aster House Hotel Co., Ltd., Tientsin, for 1903 show a divisible amount of Tls. 21,302 after paying dividend of 10 per cent and writing off Tls. 5,540 for depreciation and bad debts. It was decided at the annual meeting on the 19th ult. to pay Tls. 1,500 to directors and auditor as their fees, a bonus of Tls. 1,147 to the foreign staff, and a final dividend of 8 per cent, making 18 per cent. for the year, and a final sum of Tls. 10,000 to Mr. Ritter, carrying forward the balance, Tls. 655. It was also decided to raise a sum of Tls. 100,000 for additions and improvements by 7 per cent. debentures.

On Sunday last the *S.S. San Cheung* ran on an excursion trip round the island and to Mirs Bay, a trip which was enjoyed by all on board. There were two warships in the bay, and when the excursion steamer was passing them the band of the 93rd Burma which was on board played "God Save the King" and their regimental march. The steamer also dipped its flag and the warships responded to the salute. We understand that the promoter of the trip intends running excursions all through the summer months. The next one will probably be on the 15th inst. to St. John's Island, about 40 miles south of Hongkong, a place of great historic interest and much beauty. There will be a reduced fare of \$3.

The putting into force of the new law with regard to the abolition of cubicles in Chinese tenements is said to be having the result of driving people out of the Colony. If those who are leaving the city are the worthless, gambling, opium-smoking class of coolies, there can be no room for regret.

At the P. W. D. offices yesterday afternoon, Mr. L. C. Ross, Land Surveyor, offered for sale by public auction Inland Lot No. 1713, Star Street, at the upset price of \$2,361. On an advance of \$20 on that figure it was knocked down to Mr. Chan A. Tan. The lot is 3955 sq. feet and pays an annual Crown rent of \$54.

There has been a sensible diminution of late in the number of beachcombers in Hongkong, but those that do remain are adepts in the profession of begging. One can hardly pass through a bye-street without being accosted by a number of this undesirable fraternity, and he clings as tenaciously to a likely passer-by as does a limpet to a rock.

A wealthy Chinese merchant of Singapore, whose name is given as Taotai Chang Heinan, is officially reported to have been granted permission by the Boards of Commerce and Foreign Affairs to construct a line of railway from Swatow to Taichow, the capital of the undertaking to be Chinese. The Taotai has also procured some mining rights and a capital of Tls. 2,500,000 is stated to have been already subscribed by Chinese merchants of Singapore and Hongkong.

Mr. A. B. de Guerville, a Frenchman who acted as correspondent for leading American journals during the China-Japan War, has just brought out at Paris a book entitled *Au Japon*. In it he takes the trouble (though we should hardly think it necessary to do so again) to contradict the gross exaggerations published in 1895 about the capture by the Japanese of Port Arthur. M. de Guerville was among the newspaper correspondents who entered the place immediately after the fight, and he is therefore in a position to speak positively. His final verdict is this:—"If in a town bombarded during several days by 48 cannon which threw hundreds of shells and thousands of shrapnel, and which was taken by assault by troops directed against the sea-forts, only 120 bodies were found, that proves very conclusively that there was no butchery and no general massacre. The unscrupulous men who invented the 'massacre' fable are too much discredited for it to be worth while to keep on contradicting them."

The *Kobe Chronicle* is not disposed to attach very much importance to the elaborate story of the sale of Japan's war plans for 400,000 yen; in fact, our contemporary rather ridicules it. It says:—"As to the story being concealed from foreigners, we may say that it has reached us during the last few weeks in at least four different forms, the only point of agreement being that Japan's plans had been sold by an army officer or officers. According to the versions of the story received, the guilty parties have committed suicide, have been shot without trial, have been shot as the result of the confession of one of their number, have been shot as the result of a court-martial, have committed *hara-kiri* by instructions! After considering the various versions in circulation, the only conclusion at which we could arrive was either that the story rested on baseless rumour, or that the fact behind it was of the slenderest possible description." And the *Chronicle* points out that the story has been "confirmed" by the *Manila Cadenews*.

## NAVAL NOTES.

### THE "VASCO DA GAMA."

The Portuguese battleship *Vasco da Gama* has left for Shanghai to be under the orders of the Portuguese Minister to Peking. The cruiser *Adonastor* leaves also about the middle of the month.

### GERMAN CRUISER LEAVING.

The German cruiser *Dussard*, which arrived here yesterday, has received orders to proceed to East Africa; her crew will be relieved at Colombo, where the transport is to arrive on the 31st May.

### REVOLUTION IN IRONCLADS.

M. Charpy, manager of the Montluçon factory of the Chatillon Iron Works Co., has discovered after long efforts a method by which thin iron plates from three to four inches in thickness may be greatly increased in efficiency. The importance of the new process will be evident when it is stated that its application to an armoured cruiser would permit of a reduction in the weight of metal used of from 30 to 35 per cent. without any diminution in resisting power. Numerous tests have been made before the Naval Experimental Commission, and the value of the process is admitted to be beyond question.

### THE S.S. "PERA."

NEW P. & O. STEAMER TO ARRIVE TO-DAY.  
The new P. & O. steamer *Pera* is due to arrive here at noon to-day, this being her first voyage to Hongkong. She is a sister-ship to the twin-screw P. & O. steamers *Palma* and *Palermo*, which recently visited Hongkong. Her gross tonnage is 7634.86, effective horsepower 6500, and carrying capacity in tons measurement 12,500. Though she does not advertise for passengers there is accommodation for such on board. The three sister-ships are something like the twin-screw steamers *Candia* and *Socotra*, but much larger and a great improvement on these vessels, now some eight years old. Special attention has been paid to cargo-working facilities, latest pattern cranes being provided.

## TELEGRAMS

"DAILY PRESS" SERVICE.

[FROM OUR OWN CORRESPONDENT.]

## THE WAR

JAPANESE VICTORY NORTH OF THE YALU.

Kobe, 2nd May, 1.22 p.m.

The Japanese have occupied Chiu-lin-cheng, on the north bank of the Yalu.

Kobe, 2nd May, 1.40 p.m.

The Russian casualties at Chiu-lin-cheng were about 800, the Japanese 700. The Japanese captured a number of prisoners and 20 guns.

[Chiu-lin-cheng is a town at the northern end of the Yalu estuary, on the direct road to Fenghuangcheng. Confirmatory details with regard to the above battle will be found in the Japanese official telegram in another column.—Ed. D.P.]

## REUTERS' SERVICE.

THE WAR.—JAPANESE FLEET ACTIVE AGAIN.

LONDON, 2nd May.

Admiral Alexieff wires that ten Japanese cruisers and six destroyers were sighted in Assuri Bay yesterday morning, and that the enemy's ships were sighted at Port Arthur on Thursday night.

[If "Assuri Bay" means Usuri Bay, part of the Japanese fleet is now near Vladivostok, to the east of which Usuri Bay lies.—Ed. D.P.]

## TRANSIT COOLIES AT HONGKONG.

CHINESE LABOURERS FOR S. AFRICA AT YAMUATI.

It is possible that the *s.s. Tweedale* may, in a fortnight or so, take out the first batch of coolies to South Africa, but we learn at Messrs. Butterfield & Swire's office that nothing is yet decided. At the present time there are some 2,000 native recruits from various parts of China under Dr. Swan, who is seeing that the men are medically and physically fit for the labour. These emigrants have to be at least 20 years of age, and not more than 40. Between 25 and 40, however, is about the mark. At present they are allowed 30 cents per die u for food.

The workers are going to South Africa under a three years' agreement, at the expiration of which they will have the option of a further term of two years. They will return home at the expense of the employer.

The wages, we understand, will be 50 shillings per annum, including free board, food, and medical attendance. A Chinese doctor, if desired, will attend them.

Durban will be the importing-base. The first batch may consist of 1,500 men.

Every labourer shall be entitled to be accompanied by his wife and children under the age of 10 years at the expense of the importer; and every labourer who, after being introduced into this Colony, desires his wife and children under the age of 10 years to join him in the Transvaal may, provided that before or at the signing of his contract such labourer shall have registered with the official before whom the contract is signed the names and residence of his wife and children and the respective ages of the children, require his employer to introduce them at his, the labourer's, expense, and on the employer refusing to do so the labourer shall be entitled to terminate his contract, and thereupon shall be returned to China in pursuance of his contract at the expense of the importer.

In any case in which the services of a labourer are transferred from the importer to some other person who holds a licence to import labourers, the wife and children of such labourer shall not be separated from him, but the transferee shall provide proper accommodation for such wife and children on the premises on which the labourer is employed and shall be liable for the expense incurred in returning the wife and children of such labourer to China in case such labourer dies while in the service of such transferee as aforesaid or any of the events happen during such service which render such labourer liable under the Ordinance to be returned to his country of origin.

It will be interesting to note how many of the labourers are accompanied by their families.

## HONGKONG-PORTLAND (OREGON) RUN.

A NEW LINE OF STEAMERS.

A new line of steamers between the United States and Hongkong, established by the Portland & Asiatic Steamship Company, recently came into operation. The vessels of the new line are the *Nicomedia*, which recently sailed from this port; *Arabis*, *Argonia*, and *Nemantia*. The first three were formerly known as the *Indrakshina*, *Indrawadi*, and *Indravelli* and carried the British flag. The vessels have now been chartered for three years and will carry the German flag.

The vessels of the new line comprise a splendid fleet, all the boats being of the 5000-ton class, capable of transporting immense quantities of cargo and having the best accommodation for passengers.



## WAR NOTES.

JAPANESE VICTORY ON THE YALU.—  
OFFICIAL DESPATCHES.

Through the courtesy of Mr. M. Noma, Japanese Consul, we are enabled to publish the following official despatches received by him yesterday, describing the successful crossing of the Yalu by the Japanese troops and their establishment on the north bank:—

"Tokyo, 1st May, 7.35 p.m.

General Kuroki reports that on 26th ult. he gave orders to prepare for laying bridges. A detachment of Imperial Guards and the Second Division attacked and dispersed the enemy on islands in the Yalu, and occupied them. The Imperial Guards' casualties consisted of nine slightly wounded and sixteen seriously, while the Second Division had no casualties. The enemy retreated carrying many dead and wounded toward Chilinienburg. A Russian cavalryman taken prisoner says that the 22nd, 23rd, and 27th infantry regiments of Eastern Siberian Sharpshooters formed a vanguard. Lieutenant Senyoloff, commanding mounted scouts of 22nd Regiment, who was found dead, was buried at Wiju. 95 dead horses and also six live ones were found. From noon until the 27th ult. the enemy fired intermittently upon Wiju, but our army did not answer. On the 28th ult. two gunboats, two torpedo-boats, and two steamers, detached from Rear-Admiral Hosoya's squadron, ascended the Yalu, exchanged shots with the enemy at Antushan and silenced them. The detachment suffered no damage. On the 28th ult. two infantry companies of Imperial Guards detached to Sitayuan, whence the enemy had fled, leaving five dead. The enemy fired at long range from the neighbourhood of Chilinienburg upon Wiju without much effect upon our preparative works. On the 29th ult. the 12th Division commenced bridging at Sukuchin and completed early on the morning of the 30th, and the army crossed. From 10.40 a.m. to 1.20 p.m. severe firing took place on all sides, but the enemy were soon silenced. Our losses were as follows:—Officers, five slightly wounded; non-commissioned officers and men, two killed and 22 wounded. At 8 p.m. on the same day the bridge over the main stream was completed. Our army crossed, and advanced upon Hsushan. On the same day a detachment of Rear-Admiral Hosoya's squadron advanced below Antungshen and fought at close range with 400 of the enemy's infantry and cavalry. The enemy's artillery also fired upon us heavily, but after an hour they retreated, no casualties on our side having taken place. On the 1st inst. at daybreak we commenced cannonading, and silenced the enemy's artillery on the hill situated north-west of Fushukon. At 7.30 a.m. all the divisions advanced for attack, and took possession of the heights extending from Kiatunehang to the north of Makon and Fushukon by 9 a.m.

"Tokyo, 2nd May, 11.40 a.m.

General Kuroki reports from Kiatunehang that, on the 1st inst., notwithstanding a stout resistance, the 2nd and 12th Divisions and Imperial Guards advanced by three routes, driving the enemy before them. At 8 p.m. we captured the enemy's line from Antungshen to Liushakon, and the Imperial Guards surrounded the enemy on three sides, and after several fights, captured 20 guns with their horses and carriages and over 20 officers and many men. The general reserve corps advanced on the Liaoyang road. The enemy's force was composed of the whole of the 3rd Division and the 22nd and 24th regiments of the 6th infantry division of sharpshooters and Maschinko's cavalry brigade, about 40 field guns and 8 machine guns. The enemy fled towards Fenghuancheng. Our casualties are at the most 700. "Total booty, 28 quick-firing guns and large quantities of rifles and ammunition. Our heavy field guns were very effective. A Russian officer who was taken prisoner says that the commanders of both army corps and the division were wounded, and casualties exceeded 800.

"Tokyo, 2nd May, 12.40 p.m.

Captain Maeda reports that detachments, consisting of the two cruisers, the *Maya* and *Uji*, and several torpedo-boats ascended the Yalu on the 1st inst., bombarding the enemy. While they were returning the enemy's artillery suddenly attacked the torpedo-boats, which silenced the enemy after a severe engagement of thirty minutes. The whole of the detachment returned to Yongnampho without having suffered any casualties.

Our armed launches reached Antung on the same morning and repulsed the enemy's infantry and artillery, after 30 minutes' sharp fighting. Flames were seen rising from the town, and a native says that the enemy had fled from Antung after setting fire to the town.

## TELEGRAMS.

The N.C. Daily News publishes the following telegrams:—

"Tokyo, 25th April.—Two Russian men-of-war and two torpedo-boats appeared off Gensan, Korea, in the forenoon of Monday, the 25th instant. The Japanese women and children fled. At one o'clock in the afternoon the Russians sank the Japanese merchant steamer *Goyo Maru*, of 372 tons."

"Later.—The Russian torpedo-boats which sank the Japanese merchant steamer have left Gensan, but a four-funnelled three-masted man-of-war was reported approaching the harbour."

"Tokyo, 27th April.—The Japanese Press is indignant at the reported sinking of defenceless merchantmen by Russian men-of-war. Unless Russia abandons this practice, it will imperil the Japanese papers say, her reputation for humanity."

"Tokyo, 27th April.—It is believed that the Russian fleet is absolutely unable to steam out to the Japan Sea."

"Tokyo, 27th April.—The crew of the *Goyo*

*Maru*, 24 in all, is safe."

Major-General Dessino has communicated to the Shanghai papers the following telegrams:—  
"Port Arthur, 26th April.—Nothing new has been received from the Yalu. Everything is quiet in Port Arthur, Neuchwang, and the Primorski District (Vladivostok). The natives are quiet near the Russian frontier in North-west Mongolia, and are very friendly to the Russians.—(Sd.) Major-General Floing."

"Later.—After the occupation of Keng-shan (Kyounggyong, in N.E. Corea) by a detachment of scouts of the 1st Regiment of Cossacks of Nerchinsk, under the command of Captain Bolshakof, the latter sent a detachment of his troop farther southward, under the orders of Captain Radhai. The detachment arrived at Shendjin (Syongchin), where it destroyed ten Japanese stores of beans and seized the telegraph. The Japanese Consul, the Chief of Police, and a Major, who had been warned of the movements of the Cossacks, took to flight."

"From information received by the detachment, there are 50 Japanese troops at Pookichong (Pookichyong), 500 at Hamboing, and 2,000 at Gensan. There are no more in the north. From correspondence seized at the telegraph station it was learnt that the approach of our troops was announced from Shongjin to Gensan, and they were reported to be 5,000 strong. During the night the enemy's ships approached and lighted up the coast with their projectors. The Coraena are thoroughly well-disposed towards us, and render us every possible service.—(Sd.) Major-General Floing."

## FROM JAPAN.

The *Nagasaki Press* learns from "a reliable private source" that on the representation of neutral governments, the Russian Government has withdrawn its threat to treat war correspondents on the high seas as spies."

The first contingent of foreign war attaches to the Japanese Army will very soon proceed to the front. It will comprise—British—Lieut. General Sir Ian Hamilton, Lt. Col. C. V. Hume, Captain Jardine and Vincent; American—Lt. Col. E. H. Crowther, Capt. Payton March; German—Major von Etzel; French—Lt. Col. Corvisart; Italian—Major Enrico Cavaglia. Sir W. G. Nicholson for England and Capt. Kuhn and Morrison for the United States will go with the second contingent.

Bar accidents, the Seoul-Fusan railway will be finished in October next.

The correspondent of the *Jiji Shimpō* says that the people of Hamyongdo, the north-eastern province of Corea, are at heart friends of Russia, the local officials being all nominees or protégés of the prominent Russophile, Li Yong-ik.

The steamer *Shawmut*, with Dr. Anita McGee and her band of American nurses on board, arrived at Yokohama on the 20th ult. The American ladies, who are to assist in the Red Cross work, were to have left Seattle by the *Iyo-maru*, but it appears that they missed that vessel.

There is a suspicion in Japan that Prince Cyril Vladimirovitch was really lost on the *Petropavlovsk*, and that the report as to his having been wounded was put abroad by the Russians to soften the shock of the greater disaster.

The *Japan Mail* writes:—"Shanghai alleges, on the authority of Major-General Dessino, that Commander Crown of the *Manchou* was among those lost with the *Petropavlovsk*. But the captain of the *Manchou* was under parole not to take any further part in the war. Very strong evidence will be needed to prove that he violated his promise." But is it a fact that Capt. Crown was paroled? The story of his death on the *Petropavlovsk* is very circumstantial.

We take that following from the *Japan Mail*:—"The *Nishiki* and the *Kasuga* seem to have won golden opinions in their first fight. It will be remembered that after the Japanese ships had several times bombarded Port Arthur with high-angle fire from the shelter of Lintianan promontory, the Russians were reported to have built and armed a fort on a site chosen so as to command this part of the coast. Hence, when the *Nishiki* and the *Kasuga* were ordered, on the 15th instant, to steam to Pigeon Bay and repeat the experiment of high-angle fire, they had to deal with this fort. Admiral Togo's report shows that they silenced it by way of preliminary to bombarding the town. The fire of the two new cruisers is said to have been most effective, and Japanese naval officers speak with enthusiasm of the sighting apparatus with which the guns are furnished. They say that it is superior to anything in the navy. These same officers also combat strongly the depreciatory view entertained in some quarters about high-angle fire. They claim that such fire is of unquestionable value, first because the enemy has virtually no protection against it, and, secondly, because the damage wrought is much greater than the opponents of this kind of gunnery are disposed to admit. It was by high-angle fire that Weihaiwei was reduced in 1895, and the Russians at Port Arthur have suffered so much by it that they at least must appreciate its value."

Of the Russian steamers captured and declared lawful prizes at the Sasebo Prize Court, the *Ekaterinow*, the *Mukden*, the *Argon*, the *Rosita*, and the *Manchuria* are now reported to be prepared for use by the Japanese Navy. The Japanese names of the steamers are as follows:—*Ekaterinow*, *Kanto-maru*; *Mukden*, *Hoten-maru*; *Argon*, *Rashu-maru*; *Rosita*, *Saishu-maru*; *Manchuria*, *Hokuto-maru*.

Professor Haman of Besle, who recently made a rough census of the Jews of the world, concludes that there are now nearly 11,000,000 in Europe and 8,000,000 outside of Europe. The Professor estimates that there are 200,000 Jews in Great Britain against 568,000 in Germany. The United States and Austria-Hungary each have over a million, while Russia has nearly 6,000,000. The other countries of Europe have only small numbers of Jews within their borders.

## THE S.S. "TEAN."

## ANOTHER CHINA NAVIGATION STEAMER AT HONGKONG.

The *ss. Tean*, from Greenock with 2,200 tons of coal for Shanghai, is a steamer on her maiden voyage. She cleared from Hongkong yesterday.

This steamer is the last of six new twin-screw steamers for the China Navigation Co. She is intended for the Hongkong-Manila run, to work in conjunction with the *ss. Sangkang*, the steamer whose cargo caught fire. The other five sister-ships which have already arrived here are the *Anhui*, *Sinan*, *Chenan*, *Chen Hua*, and *Taining*. All these half-tonne draft, with the exception of the *Tean*, are employed in general coasting. To describe one is, of course, pretty well to describe the lot. On boarding the *Tean* one cannot but admire the modern system of general arrangements, which, by the way, are rather unique in themselves. A spacious saloon, with fore-and-aft tables, has seating accommodation for some twenty or more persons, while the staterooms, bath-rooms, lavatories, etc., are fitted up in the most up-to-date style. Appliances for working cargo—steam winches and derricks—work well, and are favourably placed. She has a spar-deck, and top-gallant forecastle; is schooner (two masts) rigged; 300 ft. in length; 40 ft. beam; 21 ft. moulded depth; and has two sets of triple-expansion engines, her twin screws being capable of propelling her some eleven knots per hour when deep loaded. She has two water ballast-tanks, one at each end, so that should there be any necessity to trim her, or send her to sea without cargo, there will be no inconvenience.

Besides her cargo hatches she has three cargo ports on either side, so when in coast ports, there will be every convenience. With regard to the passenger accommodation, three cabins are placed on either side of the house, immediately aloft the saloon. Each of these have two bunks, fitted with spring mattresses. The floors are covered with Brussels carpets. The vessel has a carrying capacity of about 3,000 tons.

The mystery of the wreck of the Chinese cruiser *Haitien* is cleared. It was not on the Elliott Island in the Korean Gulf that she met with disaster, but on Elliott Island near the mouth of the Yangtze, and about 75 miles from Woosung—a place marked on very few maps. The *N.C. Daily News* gives the following details from an interview with the captain of the C.M.S. *Meifoo*, which left Hongkong for Shanghai on the evening of the 21st ult. and, after standing by and giving assistance to the wrecked Chinese cruiser, arrived in Shanghai last Tuesday night.

The *Haitien*, which was on her way from Chefoo to Shanghai, and had overrun her distance, struck a rock just off Elliott Island at 5.30 a.m. on the 25th ultimo. From the time that they passed Eddy Island dense fog prevailed, and those on the look-out saw nothing until the vessel struck. At 7.30 a.m. the *Meifoo*, having heard the minutes guns being fired, went over to her. Her stern was then above water and the day part was completely afloat, but during the day a strong breeze sprang up from the north-east, with heavy rain showers, and seas began to wash over her poop. The after-hold then filled, through the hatches. The crew went ashore during Monday night, landing on the island by means of life-lines, and two lives were lost in getting ashore. At 5.35 a.m. on Tuesday the *Haitien's* stern sank in 11 fathoms of water, her magazine gun in the main-top being just awash at low tide. Her stern was then raised about 20 feet out of the water. There was a large rock visible on her starboard side, about 40 feet from the stem, and about 25 feet aloft of this rock a hole could be seen in the vessel's side. At noon on Tuesday she was completely under water from the second funnel aft, and it is surmised that she has struck on a pinnacle rock. At 10 a.m. on Tuesday all the crew were on board the *Meifoo*, and that steamer also took aboard the *Haitien's* four boats and davits. At 12.15 the *Meifoo* weighed anchor, and proceeded to Woosung, bringing 360 of the *Haitien's* crew. The remaining 50 of the crew were taken on board a four-funnelled Chinese torpedo-destroyer, which, with a Chinese cruiser, was also standing by the wreck. When the *Meifoo* left the weather was fair and the sea smooth, but should bad weather come it seems certain that the *Haitien* will break up. Admiral Sterling, U.S.N., in his flagship, the *New Orleans*, went down to the wreck on Tuesday last and saw that there was nothing to be done. A tugboat and lighters were standing by to make what salvage may be possible.

The *Whangpoo Conservancy Board*.

The *Universal Gazette* learns that in connection with the proposed improvement of the Whangpoo, the British would be the most benefited as they have largest commerce, consequently they took the initiative in proposing this work while the United States and Japan strongly seconded them, but Germany and France have not shown much interest. Recently the British Minister has repeatedly requested the Waiwupu and the Nanking Viceroy to have the river work begun as soon as possible and adding that the cost of the work had been estimated at £15,490,000 and British would bear one-half of the cost. The Waiwupu replied that should the work be carried out at all China alone would bear the cost and would not require outside assistance and it was owing to the fact that China could not raise this amount that the work had not been undertaken. The British Minister then asked the Waiwupu to appoint a commission whose duty is to take charge of this work, but the Waiwupu replied that the Government could not at present find an official sufficiently capable for the post.

## THE WHANGPOO CONSERVANCY BOARD.

The *Universal Gazette* learns that in connection with the proposed improvement of the Whangpoo, the British would be the most benefited as they have largest commerce, consequently they took the initiative in proposing this work while the United States and Japan strongly seconded them, but Germany and France have not shown much interest. Recently the British Minister has repeatedly requested the Waiwupu and the Nanking Viceroy to have the river work begun as soon as possible and adding that the cost of the work had been estimated at £15,490,000 and British would bear one-half of the cost. The Waiwupu replied that should the work be carried out at all China alone would bear the cost and would not require outside assistance and it was owing to the fact that China could not raise this amount that the work had not been undertaken. The British Minister then asked the Waiwupu to appoint a commission whose duty is to take charge of this work, but the Waiwupu replied that the Government could not at present find an official sufficiently capable for the post.

## CANTON NOTES.

## [FROM THE "CHUNG NGOI SAN PO"]

## BLASTING ACCIDENT.

On the 21st April, when blasting operations were in progress on Woo-lo Hill, Namhoi district, under the direction of the railway engineers, fragments of rock killed three men and one woman and wounded about ten. All are described as "passers-by." The wounded were all carried back to Canton for treatment and the deceased were instantly coffined by order of the local authorities.

## A JAPANESE WOMAN KILLED.

About a month ago a number of robbers made an attack on a house occupied by an American in Sek-wa-yung, near Canton. One of his servants, a Japanese woman, who offered resistance, was seriously wounded and died some days afterwards in a hospital. The Nankai Magistrate proposes to send to the Japanese Consul a sum of five hundred dollars to be handed over to the deceased's family. It is reported that the Japanese Consul has recently written to the Viceroy expressing his willingness to accept the five hundred dollars on behalf of the deceased's family.

## A FOREIGN EDUCATION.

The Viceroy has selected about thirty students from the various Chinese colleges in Canton and about a dozen lads from influential families in the city, the former being sent to Europe and America and the latter to Japan to complete their education at the expense of the Government.

## SUPPRESSION OF THE PAK-KOP LOTTERY.

Viceroy Shun, who has found other means of revenge, has taken steps to suppress the Pak-Kop lottery. He has already issued a notice that on and after the 15th May the sale of Pak-Kop lottery tickets is strictly prohibited and any person disregarding this notice will be severely punished. The action of the Viceroy has met with very enthusiastic support from the people, for Canton is at present the greatest centre of gambling in the world.

## SERIOUS FIGHT WITH BRIGADES.

Information has been received from Kwangsi to the effect that some days ago a brigand leader named Wong Yun-tsoi with a large number of his followers made an attack on a village named Santing, near Nanning. The people of the village offered opposition and a hot engagement ensued, lasting the whole night. Some villagers were sent to the city of Nanning to ask the authorities to send soldiers. This request was at once complied with, but as it was dark at night, the soldiers dared not approach the rebels, though constant reports of guns fired by the villagers and the rebels were heard. At dawn the ammunition of the villagers was exhausted, and the brigands took possession of the village. They ransacked every house and carried away about forty women and children and three hundred cattle. The number of people killed was over forty.

## ROYAL HONGKONG YACHT CLUB.

The last race of the season was sailed on the 1st May for two prizes kindly presented to the Club by Mr. Mitchell. The start was made precisely at 1 p.m., when just a dozen yachts spread their sails to the light breeze coming from the west. They all rippled along merrily for about three-quarters of a mile, when it was seen that after crossing a culm where two winds met they would find an easterly breeze.

The *Elspeth* was the first to find the new wind, and commenced streaking away from the rest of the fleet in fine style; but it was soon evident that she had either forgotten or lost her way, as she began working down to the Channel Rock instead of keeping close under the Dock Battery. It was not until she saw *Dione* and the rest easing their sheets for the Kowloon Rock that she altered her course. *Dione* was therefore the first round the Kowloon Rock, and with a breeze ever freshening from the east soon gained a long lead over the others. This was the prettiest part of the race, and with a strong ebb-tide running up against the breeze the yachts worked up to windward to the Foot-tan-ma mark-buoy in very good time, the *Alonah* and *Chanticleer* going particularly well. The mark-buoy was rounded as follows:—

	H.	M.	S.	H.	M.	S.
<i>Dione</i> .....	2	30	30	2	30	30
<i>Alonah</i> .....	2	45	20	2	45	20
<i>Boito</i> .....	2	45	45	2	45	45
<i>Collier</i> .....	2	45	30	2	45	30
<i>Kathleen</i> .....	2	45	45	2	45	45
<i>Chanticleer</i> .....	2	48	50	2	48	50
<i>Alleen</i> .....	2	49	30	2	49	30
<i>Iris</i> .....	2	51	50	2	51	50
<i>Elspeth</i> .....	2	53	10	2	53	10
<i>Cloria</i> .....	2	53	10	2	53	10

*Vernon* having sailed into a calm in Hungchow Bay had gone home. There was now a long run home against the ebb-tide with the wind becoming fainter and fainter as the yachts neared the winning line, and just at the Police Pier a head wind from the west was found again. The *Alleen* gradually improved her position on the way home, and worked up to second place, the times at the finish being as follows:—

	H.	M.	S.	H.	M.	S.
<i>Dione</i> .....	4	25	0	4	25	0
<i>Alleen</i> .....	4	32	38	4	32	38
<i>Boito</i> .....	4	43	10	4	43	10
<i>Collier</i> .....	4	47	10	4	47	10
<i>Elspeth</i> .....	4	47	13	4	47	13
<i>Chanticleer</i> .....	4	51	15	4	51	15

The rest were not timed.  
The *Dione* thus wins the first prize, and the *Boito*, being the first boat of another class, wins the second prize.

This race is the final one of the season.  
An importer of radium at New York gives out the statement that the price of this latest product of the scientist has increased by £840,000 a pound in two days. The commercial rate increased in one week from £1,680,000 to £2,320,000. So great has been the demand for a few grains that the supply on the market was computed to disappear by the end of last month.

## KODAKS! KODAKS!! KODAKS!!!

## AND

## PHOTO GOODS OF EVERY DESCRIPTION.

We have an Establishment Solely Devoted to

## DEVELOPING AND PRINTING

—or Amateurs, where we turn out work of the best description and with great promptness.

## LONG, HING &amp; CO.

17A, QUEEN'S ROAD CENTRAL  
(Few Doors East of Hongkong Hotel)

Hongkong, 10th March, 1904.

## KOWLOON BOWLING GREEN CLUB.

On Saturday afternoon the first part of a match, President against Vice-President, was played off, two rinks being occupied. The match to count on the most points gained in 21 "heads." The following scores were made:—

PRESIDENT	VICE-PRESIDENT
A. Stevenson .....	A. Gibson .....
G. Haxton .....	J. Walker .....
J. C. Gow .....	G. K. Edwards .....
J. Macdonald (skip) .....	A. Milroy (skip) .....
22 Points.	22 Points.

RINK NO. 11.	RINK NO. 12.
Wm. Ramsay .....	J. Ramsay .....
J. M. Henderson .....	J. Parkes .....
G. Gow (skip) .....	J. Galt (skip) .....
20 Points.	10 Points.
42 Points.	32 Points.

The match will be completed next Saturday, the President's team having a lead of 10 points. In the Neish Bowls Competitions, the 3rd Round resulted as follows:—

"A" COMPETITION.	"B" COMPETITION.
J. Galt beat J. R. Wilson .....	J. Ramsay beat D. Gow .....
J. Kyle beat C. W. Alexander .....	J. Galt beat J. Kyle .....
W. M. Deas beat G. R. Edwards .....	J. K. Wilson and W. Deas to play .....
J. Parkes beat J. Ramsay .....	The draws for Semi-finals are:—
	"A" COMPETITION.
	J. Galt v. W. M. Deas .....
	J. Kyle v. J. Parkes .....
	"B" COMPETITION.
	W. M. Deas or J. R. Wilson v. J. Ramsay .....
	J. M. Henderson v. J. Galt .....

Members who have not yet entered for the Club Championship, the President's and Vice-President's Competitions, and who intend to enter, are requested to put their names on the list in the Club House before the 16th inst.

## SHIPPING NOTES.

## THE N.Y.K.

The British steamer *Willowdale*, recently sold to the Nippon Yusen Kaisha, has now been renamed the *Colombo-maru*.  
The British steamer *Saint Irene*, now at Yokohama, has been offered for sale. The Nippon Yusen Kaisha is reported to be negotiating to add the vessel to its fleet. The steamer, now owned by Messrs. Rankin, Gilman and Company, is of 3,571 gross and 2,474 net tons, and was built by Mr. J. Laing at Sunderland in 1891.

D.S.K. SOUTH CHINA SERVICE.  
The steamer *Taipei-maru*, which the Mitu Bishi Dockyard and Shipyard Works has constructed for the Osaka Shosen Kaisha's South China service, developed a mean speed of 11.8 knots in a trial held outside Nagasaki harbour. The transfer of the steamer was expected to take place on the 27th ult.

MOJI COAL.  
The war has made the export trade in coal at Moji so depressed that quotations are now being made at about 50 sen lower per ton than that prevailing prior to the outbreak of hostilities, and the stock of the mineral product at the northern port is being gradually increased by the arrivals of coal from mines.

THE TONA-MARU.  
The Japanese steamer *Tona-maru*, which stranded off Kamishiro in Yamaguchi Ken, is reported to have been refloated recently. After being temporarily repaired at Komatsu she will be taken to Kobe for docking.

MISCELLANEOUS.  
The Hamburg America *ss. Loongmoon* arrived from Shanghai yesterday, having experienced various weather.  
The freighter *Lord Roberts* arrived from Penarth yesterday with 5,300 tons of coal for Messrs. Dodwell & Co.

The Indo-China *ss. Hin Sang*, from Sourabaya, had 3,608 tons of cargo for Messrs. Jardine, Matheson & Co. She experienced light N.E. ly winds on the passage.  
The *Telmachus*, from Saigon, brought 1,764 tons of rice and 10 tons of general merchandise for Messrs. Woo Fat Shing.

The *Haitien*, from Foochow, via ports, reports fine weather.

The Norwegian steamer *Norge*, from Harry for orders, has 4,140 tons of coal aboard. Fine weather was experienced between Singapore and Hongkong.

The *Kun Sang*, from Hongy, has 3,240 tons of coal for this port.

The "Blue Funnel" *ss. Devotion*, from Liverpool, has 6,000 tons of cargo for distribution at Far Eastern ports.

STEAMER MOVEMENTS.

The P. & O. steamer *Sindh* left Singapore for this port on the 1st inst., at 1 p.m., with the outward English mails, and is due here on the 6th inst., at about noon.

The Imperial German mail steamer *Sachsen* left Colombo on Sunday, a.m., and may be expected here on Thursday, the 12th inst.

The Imperial German mail steamer *Bayern*, which left here on the 27th ult., at 4 p.m., arrived at Shanghai on Saturday, at 7 a.m.

The C.P.R. steamer *Empress of Japan* arrived at Shanghai at 11.30 p.m. on Sunday, the 1st inst., and left again at 10 a.m. on Monday for Hongkong, where she is due to arrive at noon on Wednesday, the 4th inst.

The C.P.R. steamer *Albatross* arrived at Shanghai at 10.30 a.m. on Saturday, the 30th ult., and left again at 6 p.m. same day for Nagasaki, where she was due to arrive at 7 a.m. on Monday, the 2nd inst.

The Boston Steamship Co.'s steamer *Tremont* arrived at Victoria (B.C.) on the 25th ult.

The U.C. steamer *Lathia* arrived at Yokohama on the 2nd inst. and will sail on the 3rd, and should arrive in Hongkong on the 12th inst.

The C.C. steamer *Abdell* arrived at Salina Cruz on the 28th ult.

The U.C. steamer *Chingoo* left Astoria for Japan ports and Hongkong on the 1st inst.

The J.C.P. ship steamer *Tippican* will leave Amoy for this port on the 3rd inst., and may be expected here on the 4th inst.

## NOTES FROM THE BOTANIC GARDENS.



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press. Codes: A.B.C., 6th Ed. Lube's.

P.O. Box, 33. Telephone No 12.

## NEW ADVERTISEMENTS

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED), TO-DAY (TUESDAY), the 3rd MAY, 1904, at 11 a.m., at their SALES ROOMS, No. 8, Des Voeux Road (Corner of Ice House Street), SUNDRY HOUSEHOLD FURNITURE, TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 3rd May, 1904. [173]

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED), on THURSDAY, the 5th MAY, 1904, at 11 a.m., at their SALES ROOMS, No. 8, Des Voeux Road (Corner of Ice House Street), A GREAT ASSORTMENT OF ENAMELED WARE, Comprising:—

TIFFIN CARRIERS, TEA AND COFFEE POTTS, TUMBLERS, COFFEE MACHINES, BASINS, COOKING UTENSILS, &c., &c., &c.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 3rd May, 1904. [174]



## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, RANGOON, COLOMBO, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, RED SEA, BLACK SEA, LEBANT, VENICE AND ADRIATIC PORTS).

THE Company's Steamship

"MARQUIS BACQUEHEM," Captain Rasmel, will be despatched as above on FRIDAY, the 20th inst., P.M.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO., Agents.

Princes' Building.

Hongkong, 2nd May, 1904. [3]

OCEAN STEAMSHIP COMPANY, LIMITED, AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer "DEUCALION," are hereby notified that the Cargo is being discharged into Crates and/or loaded at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Crates or Godown on and after the 3rd inst.

Optional cargo will be loaded, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 a.m., on the 9th inst.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 9th inst., will be subject to return.

All Claims against the Steamer must be presented to the undersigned on or before the 11th inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 2nd May, 1904. [10-11]

THE HONGKONG WEEKLY PRESS AND CHINA OVERLAND TRADEREPORT is now ready and contains:—

Leading Articles:—

Disposition of the Chinese Indemnity.

The Kowloon-Canton Railway.

The Chamber of Commerce and the Currency Question.

A Libel on Hongkong.

British Police at Weihaiwei.

France and Siam.

Hongkong Jottings.

War Notes.

Hongkong Legislative Council.

Hongkong General Chamber of Commerce.

Another Fire at the Kowloon Godowns.

Fire on the Sunghiang.

The Sado Maru at Hongkong.

Fire Brigade Evolutions.

Kowloon City.

Notes from the Botanic Gardens.

Hongkong Nursing Institute.

New Territory Notes.

Canton.

Manila Notes.

Supreme Court.

The Ballarat-Chungong Collision.

Kowloon Land and Building Co., Ltd.

Hongkong Gymkhana Club.

Royal Hongkong Golf Club.

Lawn Tennis.

Hongkong and Port News.

Commercial.

Shipping.

Subscription, \$12 per Annum, payable in advance, postage \$2.

Extra copies 50 cents each, Cash.

Copies can be posted from the Office to addresses sent; including postage 34 cents each, or \$1 for three copies Cash.

Hongkong, 3rd May, 1904.

## NEW ADVERTISEMENTS

## REVOCATION OF POWER OF ATTORNEY.

THE CHINAMAN KANG SIOE, "Trader of Samarang (Java) has revoked all Powers of Attorney given to KUNG TJONG DJIANG (also written KANG TJONG DJIANG LEANG or KANG TJONG CHEANG), of Amoy, carrying on Business under the Style or "HANG KEE HONG," especially the power of attorney given to him by deed dated 6 December, 1902, passed before the temporary acting notary at Samarang, J. H. A. van Buren.

J. G. L. HOUTUYSEN, Notary Public at Samarang.

Hongkong, 3rd May, 1904. [1172]

## NIPPON YUSEN KAISHA.

FOR KOBE (DIRECT). THE Company's Steamship "KANAGAWA MARU," Captain J. MacKenzie, will be despatched for the above port TO-DAY, the 3rd inst., at 5 p.m.

For Freight and Passage, apply to NIPPON YUSEN KAISHA, A. S. MIHARA, Manager.

Hongkong, 3rd May, 1904. [1173]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND POOCHOW. THE Company's Steamship

"HAITAN," Captain Roach, will be despatched for the above ports TO-MORROW, the 4th inst., at 10 a.m.

For Freight or Passage, apply to DOUGLAS LARPAIK & CO., General Managers.

Hongkong, 2nd May, 1904. [1171]

## PUBLIC COMPANIES.

## NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE CERTIFICATE No. 997 dated 25th August, 1884, of the Five Shares Nos. 14181/4185 in this Company, standing in the name of Mr. MOK SH YEONG, of Hongkong, has been LOST, and if at the expiration of One Month from the date hereof the above document be not forthcoming, another Certificate will be issued by the Company, and thereafter no other will be acknowledged.

Dated 4th April, 1904.

C. PEMBERTON, Acting Secretary.

Hongkong, 4th April, 1904. [184]

THE YANGTSE INSURANCE ASSOCIATION, LIMITED.

## NOTICE TO SHAREHOLDERS.

A DIVIDEND at the Rate of Twenty per cent, being Twelve Dollars per Share, on the Paid-up Capital of the above Association, has been declared payable in Tels at Exchange 73 at the Chartered Bank of India, Australia and China or the Hongkong and Shanghai Banking Corporation, Shanghai, on and after this date to Shareholders of record on the 11th April, 1904.

By Order of the Board of Directors, W. S. JACKSON, Secretary.

Shanghai, 22nd April, 1904. [1122]

## NOTICES OF FIRMS

## NOTICE.

MR. HERBERT BENT Ceases to Sign our Firm by Procuration from This Date.

HERBERT BENT & CO.

Canton, 1st May, 1904. [1154]

## NOTICE.

I HAVE admitted Mr. HERBERT BENT a Partner in my Firm, to date 1st June 1904.

T. E. GRIFFITH.

Canton, 30th April, 1904. [1155]

## NOTICE.

THE PUBLIC IS HEREBY NOTIFIED that all my Bills will, from This Date, Bear my Signature, or the Signature of Mr. K. TAMENARI, and unless they are Signed by me or the said Mr. K. TAMENARI, my Sheriff is not Authorized to collect them.

H. YERA, Photographer.

Hongkong, 1st May, 1904. [1156]

COMPANIA GENERAL DE TABACOS DE FILIPINAS.

FULL line of samples may be seen at 53, Des Voeux Road, where our Representative has established himself. He will accept orders for all our brands of Cigars at Factory Prices.

COMPANIA GENERAL DE TABACOS DE FILIPINAS, Barcelona and Manila.

Hongkong, 20th April, 1904. [1054]

HONGKONG BUSINESS DIRECTORY.

## JEWELLERS

MAISON LEVY HERMANOS Diamond Merchants and Watchmakers, 49 Watson's Building, Queen's Road, Also at Shanghai, Manila, Paris and Hainan.

## PHOTOGRAPHER

M. MUMEYA, JAPANESE ARTIST. Bromide and Crayon Enlargements and also colouring Photos and Relief Photos. Views of China and Manila. Work done for Amateurs; No. 84, Queen's Road Central.

## STOREKEEPERS

BLACKHEAD & CO., Navy Contractors, Sailmakers, Provision and Coal Merchants, Sole Agents for Hartmann Rahtjen's Genuine Composition Red Hand Brand.

BISMARCK & CO., Navy Contractors, Ship Chandlers, Provision and Coal Merchants, Sailmakers, &c. Fresh Water supplied to Vessels in the Harbour.

KWONG SANG & CO., Shipchandlers, Sailmakers, Provisioners, Coal Merchants, Hardware, Engineers, Tools, Brass and Iron Merchants 144, Des Voeux Road.

## FOR SALE

## FOR SALE.

THE "NAGASAKI MEDICAL HALL" and "AERATED WATER PLANT" as a Going Concern.

Apply—

R. H. POWERS & CO., Nagasaki.

Hongkong, 22nd April, 1904. [1074]

## FOR SALE.

ONE PRIESTMAN'S DIGGER BREEDER, size B. 4, in good condition. Price Moderate.

Apply—

Care of Daily Press Office.

Hongkong, 27th April, 1904. [1109]

## FOR SALE CHEAP.

RURAL BUILDING LOTS 42 and 84 (Magazine Gap) with the Building thereon known as "STONYHURST," formerly the residence of the late J. J. Francis, Esq., Q.C.

Promises let at \$49 a month, inclusive of taxes. Area of lots about 30,000 Sq. feet. Price \$7,000, of which \$4,000 to remain on Mortgage, if required, at 7 1/2 per annum.

Apply to—

ABMEU RUMJAHN, 62, Queen's Road.

Hongkong, 29th April, 1904. [1141]

## MANILA.

FOR SALE as a going concern, HOTEL COMPANY, comprising two First-class Hotels in Manila, with Livery Stables attached. Intending purchasers will please apply for further particulars to—

M. H. C., Care of Daily Press Office.

Hongkong, 13th April, 1904. [1101]

## FOR SALE.

HOUSE BOAT, 42 feet long; Copper bottom; now lying off Ah King's slip-way. Offers may be sent to—

V., Care of Daily Press Office.

Hongkong, 22nd March, 1904. [800]

## FOR SALE.

AS a Going Concern, the Business carried on by the VICTORIA HAIR DRESSING SALOON AND VARIETY STORE at Connaught House.

Further particulars apply on the Premises.

Hongkong, 22nd May, 1904. [1161]

## COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of Co. Storage available at EAST POINT. Stores will be Open at 10 a.m. and 4 p.m. daily, Sundays excepted to receive and deliver perishable goods.

WM. FARLANE, Manager.

Hongkong, 18th November, 1901. [57]

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm. With CHAMBER for 10 CARTRIDGES. FIRING 10 SHOTS in 2 SECONDS. SIEMSEN & CO.

Hongkong, 3rd October, 1900. [54]

## MAIL TABLES FOR 1904.

Mounted on Card ... 30 cents

Paper ... 20 cents

On Sale at the Daily Press Office.

Hongkong, 5th March, 1904.

## AUCTIONS

## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, TO-DAY (TUESDAY), the 3rd MAY, 1904, commencing at 2.45 p.m., at No. 11, KNUTSFORD TERRACE, Kowloon, A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE (Particulars from Catalogue).

TERMS:—Cash on delivery.

On View from Monday, the 2nd May, 1904.

GEO. P. LAMMEET, Auctioneer.

Hongkong, 29th April, 1904. [1142]

## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on MONDAY, the 9th MAY, 1904, at 11 a.m., at the KOWLOON Godowns (No. 20), 500 CASES KUPPER BEER (QUANTS).

(Slightly Damaged by Water).

TERMS:—Cash on delivery.

GEO. P. LAMMEET, Auctioneer.

Hongkong, 28th April, 1904. [1127]

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED), on WEDNESDAY, the 18th MAY, 1904, at 11.30 a.m., at their New Godowns TO-KWA-WAN, Kowloon, Marine Lot No. 72, Certain Machinery and Furnishings Salvaged from the s.s. "KINGSLEY."

Comprising:—

One DONKEY BOILER (complete), One STEAM WINDLASS, One STEAM STEERING GEAR (complete), One HAND DITTO, One ENGINE ROOM TELEGRAPH (complete), One SET TRIPLE EXPANSION SURFACE CONDENSING ENGINES with all necessary connections, ELECTRIC PLANT with ASSORTED LAMPS and SWITCHES, &c., &c.

Full Catalogues may be had from the undersigned.

The "KINGSLEY" being practically a new steamer the attention of SHIP BUILDERS is drawn to these Salvages as being in better order than is usually the case.

A STEAM LAUNCH will leave BLAKE PIER at 11 a.m. on day of Sale to convey intending purchasers.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 2nd May, 1904. [1164]

## INSURANCES

## PHENIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES OF INSURANCE against FIRE at Current Rates.

DOUGLAS LARPAIK & CO., Agents for the Phoenix Fire Office.

Hongkong, 17th August, 1887. [29]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA. INCORPORATED 1851.

Cash Security ... \$25,719

Total Losses Paid ... \$2,769,240

THE Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MEYERINK & CO.

Hongkong, 19th May, 1903. [419]

## NORTHERN ASSURANCE CO.

## FIRE and LIFE.

ESTABLISHED 1836.

THE Undersigned are prepared to accept First Class Foreign and Chinese RISKS against FIRE at Current Rates.

Also to accept proposals for LIFE ASSURANCE. Prospectuses on application.

TURNER & CO., Agents.

Hongkong, 23rd September, 1903. [267]

## NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1902, \$16,378,771.

I. AUTHORIZED CAPITAL ... \$3,000,000 0 0

SUBSCRIBED CAPITAL ... 2,750,000 0 0

PAID-UP CAPITAL ... 687,500 0 0

II. FIRE FUNDS ... 2,867,215 11 10

THE Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 19th June, 1903. [188]

## THE WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON.

INCORPORATED A.D. 1851.

## MARINE BRANCH.

THE Undersigned having been appointed AGENTS for the above are prepared to accept risks at current rates.

ALEX. ROSS & CO.

Hongkong, 28th April, 1904. [1121]

## THE BOMBAY FIRE AND MARINE INSURANCE COMPANY, LIMITED.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept RISKS at Current Rates.

HOLLAND-CHINA TRADING CO., Hongkong, 26th November, 1903. [2160]

## UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.

SIEMSEN & CO.

Hongkong, 1st January, 1904. [1]

## AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-EN-CHAPPEL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.

Hongkong, 21st April, 1897. [199]

## NOW READY.

## DIRECTORY OF PROTESTANT MISSIONARIES IN CHINA, JAPAN AND COREA FOR 1904.

WITH ALPHABETICAL LIST.

88 PAGES. PAPER COVER, 60 Cents.

On Sale at

AMERICAN PRESBYTERIAN MISSION PRESS, Shanghai

Mr. EDWARD EVANS, Missionary Home, Book Room, 1, Queen's Gardens, Shanghai;

Messrs. KELLY & WATSON, Ltd., Hongkong, Shanghai and Yokohama;

Messrs. W. BREWER & Co., Hongkong and Shanghai;

YUEN CHONG BOOK STORE, Swatow;

Messrs. A. S. WATSON & Co., Amoy;

Messrs. H. BLOW & Co., Tientsin;

Messrs. HODGE & Co., "Social Press," Seoul;

"NAGASAKI PRESS" OFFICE, Nagasaki;

"Kobe Chronicle" OFFICE, Kobe

"DAI NIPPON" OFFICE, Hongkong, and at the London Office, 31, Fleet Street.

Hongkong, 12th December, 1903.

## SIENTING.

## SURGEON DENTIST.

No. 10, D'AGUILAR STREET.

## TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st March, 1903. [95]

## RUINART PERE &amp; FILS, REIMS.

Established 1719.

## CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality Extra Dry (Green Seal) LAUTS, WEGENER & CO., Sole Agents.

Hongkong, 18th May, 1903. [150]

## QUAN WAH &amp; CO.

GRANITE MERCHANT CONTRACTORS.

Dealers in

MARBLE and GRANITE MONUMENTS.

No. 1, QUEEN'S ROAD EAST.

Estimates, Designs & Prices on Application.

All descriptions of Granite for Export.

Hongkong, 17th October, 1899. [10]

## NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on sale daily at Mr. H. RUTTONJEE'S KOWLOON STORE, No. 36, Elgin Road. Price 15 cents per copy cash.

Hongkong, 22nd December, 1903.

## BANKS

## HONGKONG &amp; SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$10,000,000

RESERVE FUND ... \$10,000,000

STERLING RESERVE ... \$10,000,000

SILVER RESERVE ... \$10,000,000

RESERVE LIABILITY OF PROPRIETORS ... \$10,000,000

## COURT OF DIRECTORS.

A. J. RAYMOND, Esq., Chairman.

H. B. TOMKINS, Esq., Deputy Chairman.

Hon. C. W. DICKSON, Esq., N. A. SIEBS, Esq.

E. GOETZ, Esq., H. W. SLADE, Esq.

A. HUNT, Esq., C. A. TOMES, Esq.

H. SCHUBERT, Esq., E. S. WHEELER, Esq.

E. SHOLIM, Esq.

## CHIEF MANAGER.

Hongkong—J. R. M. SMITH

## MANAGER.

Shanghai—H. M. BEVIS.

## LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2 1/2 per cent. per Annum.

For 6 months, 3 1/2 per cent. per Annum.

For 12 months, 4 1/2 per cent. per Annum.

J. R. M. SMITH, Chief Manager.

Hongkong, 20th February, 1904. [11]

## DEUTSCH-ASIATISCHE BANK.

PAID-UP CAPITAL ... Sh. Tels. 5,000,000

## HEAD OFFICE—SHANGHAI.

## BOARD OF DIRECTORS BERLIN.

BRANCHES: Hankow, Tientsin, Tsingtau (Kiautschow).

## LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS, THE UNION OF LONDON AND SMITHS BANK, LIMITED.

## DEUTSCHE BANK (BERLIN), LONDON AGENCY.

DIRECTOR DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. FIGGE, Manager.

Hongkong, 4th October, 1902. [2]

## IMPERIAL BANK OF CHINA

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1895.

SUBSCRIBED CAPITAL, Shanghai Tels. 5,000,000

PAID-UP CAPITAL ... 2,500,000

## HEAD OFFICE—SHANGHAI.

## BRANCHES AND AGENCIES.

Canton, Hankow, Peking, Penang, Singapore, Tientsin.

The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.

## HONGKONG BRANCH.

Advances made on approved securities. Bills Discounted.

## INTEREST ALLOWED ON DEPOSITS.

At 2 1/2 per annum on Current Account daily balances.

3 1/2 per annum on Fixed Deposits for 3 months

4 1/2 " " " " 6 " " "

5 1/2 " " " " 12 " " "

E. W. BUTTER, Manager.

Hongkong, 1st January, 1901. [128]

## YOKOHAMA SPECIE BANK LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED ... Yen 24,000,000

CAPITAL PAID-UP ... " 18,000,000

CAPITAL UNCALLED ... " 6,000,000

RESERVE FUND ... " 9,230,000

## HEAD OFFICE—YOKOHAMA.

## BRANCHES AND AGENCIES.

Tokio, Kobe, Nagasaki, London, Lyons, New York, San Francisco, Honolulu, Bombay, Shanghai, Tientsin, Newchwang, Peking.

## LONDON BANKERS.

THE LONDON JOINT STOCK BANK, LIMITED

PARIS BANK, LIMITED.

THE UNION OF LONDON AND SMITHS BANK, LIMITED.

## HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed deposits for 12 months 5 1/2 per annum

" " " " 6 " " "

" " " " 3 " " "

TAKO HODSUMI, Manager.

Hongkong, 11th March, 1904. [72]

## THE NATIONAL BANK OF CHINA LIMITED.

AUTHORIZED CAPITAL ... \$1,000,000

PAID-UP CAPITAL ... 2,324,374

## HEAD OFFICE







## SHIPPING.

ARRIVALS.	
May 1, ANNAM, French str., 2,238, Girard, Yokohama and Shanghai 26th April, Mail and General.—MESSAGERIES MARITIMES.	
May 1, PAUSANG, British str., 1,410, T. Mitchell, Hongkong 26th April, Coal.—JARDINE, MATHESON & Co.	
May 1, TEAN, British str., 1,348, W. Hunter, Singapore 25th April, Coal.—BUTTERFIELD & SWIRE.	
May 2, BUSSARD, German cruiser, 1,780, Huss, Tientsin 26th April.	
May 1, C. DIEDERICHSEN, German str., 772, H. Shlakier, Haiphong, Pakhoi and Hongkong 26th April, General.—JENSEN & Co.	
May 2, CHUANG, British str., 1,410, T. Mitchell, Hongkong 26th April, Coal.—JARDINE, MATHESON & Co.	
May 1, DEDALON, British str., 4,476, G. D. Key, Singapore 25th April, General.—BUTTERFIELD & SWIRE.	
May 2, KANAKAWA MARU, Japanese str., 3,865, John McKenzie, London and Singapore 27th April, General.—NIPPON YUSEN KAISHA.	
May 2, LORD ROBERTS, British str., 2,694, Jas. Davis, Penarth 17th March, Coal.—DODWELL & Co., Ltd.	
May 2, LOONGMOON, German steamer, 1,245, Kalkofen, Shanghai 28th April, General.—STERN & Co.	
May 2, ZAFIRO, British str., 1,611, Rodger, Manila 30th April, General.—SHEWAN, TOMES & Co.	

## CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.	
2nd May.	
Aragonia, German str., for Yokohama.	
Deception, British str., for Shanghai.	
Hanoi, French str., for Haiphong.	
Kashio, British str., for Shanghai.	
Orange, Norwegian str., for Saigon.	
Pingang, British str., for Singapore.	
Sangkhai, British str., for Manila.	
Taiwan, Chinese str., for Chinkiang.	
Taiwan, British str., for Shanghai.	

## DEPARTURES.

2nd May.	
CHILLI, British str., for Canton.	
CHUYEN, Chinese str., for Shanghai.	
GENERAL BAGDAD, Chilean training-ship, for Manila.	
KATANGA, British str., for Newcastle.	
LYEMMOO, German str., for Canton.	
NOBLE, Norwegian str., for Shanghai.	
OCEANO, British str., for Nagasaki.	
TEAN, British str., for Shanghai.	
VENGEANCE, British battleship, for Mirs Bay.	

## VESSELS IN DOCK.

30th April.	
ABERDEEN DOCKS.—	
KOWLOON DOCKS.—H. I. G. M. S. Moese, Adamaster, Seaward, Adelaide, Hantou, U.S.S. Monterey, H.M.S. Mowbray, Huihoo, H.M.S. Taku.	
COSMOPOLITAN DOCK.—Hankow.	

## VESSELS ON THE BERTH

NORDDEUTSCHER LLOYD, BREMEN.

## NOTICE.

STEAM FOR KUDAT AND SANDAKAN. Taking Cargo at Through Rates to TAWAU LAHAD DATU AND LABUAN. THE Company's Steamship.

## "BORNEO."

Captain Muhle, will be ready to load for the above ports THIS (TUESDAY) MORNING, the 3rd May. For Freight or Passage, apply to MELCHERS & CO., Agents. Hongkong, 29th April, 1904. [1147]

## FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship "CATHERINE APCAR" Captain A. Stewart, will be despatched for the above ports TO-DAY, the 3rd May, at 3 p.m. For Freight or Passage, apply to DAVID SASSOON & CO., LD., Agents. Hongkong, 29th April, 1904. [1111]

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAISE. FOR SHANGHAI KOBE AND YOKOHAMA. THE Company's Steamship.

## "ERNEST SIMONS."

Captain Bourdon, will be despatched for the above ports on or about MONDAY, the 2nd May. For Freight or Passage, apply to G. DE CHAMPEAUX, Agent. Hongkong, 27th April, 1904. [2]

## "REN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP (VIA SUEZ CANAL). THE Steamship.

## "BERNALDER."

Captain McIntosh, will be despatched as above on or about the 7th May. For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents. Hongkong, 15th April, 1904. [1021]

STEAMSHIP SERVICE TO NEW YORK VIA SUEZ CANAL. (With liberty to call at Philippine Ports) THE Steamship.

## "BREIZ HUEL."

will be despatched as above on or about the 12th May. For Freight & further information, apply to STANDARD OIL COMPANY OF NEW YORK, Oriental Freight Department. Hongkong, 28th April, 1904. [1128]

## NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH CHINA and JAPAN in connection with INDU-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for Cape Ports every fortnight. For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan. Hongkong, 28th August, 1897. [8]

## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL.	MALTA	Brit. str.	C. L. Daniel	P. & O. S. N. Co.	7th inst., at Noon.
LONDON & ANTWERP (VIA SUEZ CANAL)	BERNALDER	Brit. str.	McIntosh	GIBB, LIVINGSTON & CO.	About 7th inst.
LONDON & ANTWERP	ANTONOR	Brit. str.	B. H. W. Snow	BUTTERFIELD & SWIRE	About 11th inst.
LONDON & ANTWERP, VIA SINGAPORE, &c.	FOORMOSA	Brit. str.	B. H. W. Snow	P. & O. S. N. Co.	24th inst.
LONDON & ANTWERP	ALCIBOUS	Brit. str.	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	7th June.
LONDON & ANTWERP	DEUCALION	Brit. str.	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	21st June.
MARSEILLES, &c., VIA PORTS OF CALL.	ANNAM	Brit. str.	R. Girard	MESSAGERIES MARITIMES	To-day, at 1 p.m.
BREMEN, VIA PORTS OF CALL.	BAYERN	Ger. str.	Gronmeyer	MELCHERS & CO.	25th inst., at Noon.
HAYRE & HAMBURG	ANTONOR	Ger. str.	Gronmeyer	HAMBURG-AMERIKA LINIE	12th inst.
HAYRE & HAMBURG	MARBURG	Ger. str.	Storn	HAMBURG-AMERIKA LINIE	17th inst.
HAYRE & HAMBURG	STRASSBURG	Ger. str.	Madison	HAMBURG-AMERIKA LINIE	31st inst.
HAYRE & HAMBURG	SEGOVIA	Ger. str.	Forek	HAMBURG-AMERIKA LINIE	14th June.
HAYRE & HAMBURG	NURNBERG	Ger. str.	Jaburg	HAMBURG-AMERIKA LINIE	28th June.
TRIESTE, &c., VIA SINGAPORE, &c.	M. BACQUEHEN	Aus. str.	Rasovich	SANDER, WIRLER & CO.	20th inst., P.M.
GENOA, MARSEILLES & LIVERPOOL	ACHILLES	Brit. str.	...	BUTTERFIELD & SWIRE	17th inst.
GENOA, MARSEILLES & LIVERPOOL	SHIMOSA	Brit. str.	...	BUTTERFIELD & SWIRE	20th June.
NEW YORK, VIA PORTS & SUEZ CANAL	BREIZ HUEL	Brit. str.	...	DODWELL & CO., LD.	About 10th inst.
NEW YORK, VIA SUEZ CANAL	RAS ISBA	Brit. str.	...	STANDARD OIL CO.	About 12th inst.
VANCOUVER, VIA SHANGHAI, &c.	E. OF JAPAN	Brit. str.	...	SHEWAN, TOMES & CO.	26th inst.
VICTORIA (B.C.) & SEATTLE VIA N'SAKI, &c.	TARTAR	Brit. str.	...	CANADIAN PACIFIC R. CO.	11th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN, &c.	CALCHAR	Brit. str.	...	CANADIAN PACIFIC R. CO.	21st inst.
PORTLAND, OREGON	SHAWMUT	Brit. str.	W. M. Smith	DODWELL & CO., LTD.	17th inst.
AUSTRALIAN PORTS	ARAGONIA	Brit. str.	Sehuld	PORTLAND & ASIATIC CO.	21st inst.
AUSTRALIAN PORTS	TANAN	Brit. str.	...	BUTTERFIELD & SWIRE	14th June.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	EMPIRE	Brit. str.	Holmes	GIBB, LIVINGSTON & CO.	9th inst.
YOKOHAMA & KOBE	PERA	Brit. str.	A. L. Valentine	P. & O. S. N. Co.	11th inst., Noon.
KOBE (DIRECT)	CHASOBRIA	Brit. str.	...	BUTTERFIELD & SWIRE	13th inst.
SHANGHAI	KANAKAWA M.	Jap. str.	J. MacKenzie	NIPPON YUSEN KAISHA	To-day, at 3 p.m.
SHANGHAI, KOBE & YOKOHAMA	E. SIMONS	Frenc. str.	Bourdon	MESSAGERIES MARITIMES	About 2nd inst.
SHANGHAI	TAMU	Brit. str.	...	BUTTERFIELD & SWIRE	To-day.
SHANGHAI	WOOSUNG	Brit. str.	...	BUTTERFIELD & SWIRE	To-morrow.
POOCHOW, VIA SWATOW & AMOY	SIMLA	Jap. str.	F. R. Summers	P. & O. S. N. Co.	About 8th inst.
TAMU, VIA SWATOW & AMOY	TRIUMPH	Jap. str.	A. Hansen	OSAKA SHOSHEN KAISHA	11th inst., 10 A.M.
TAMU, VIA SWATOW & AMOY	FRITHJOF	Jap. str.	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	8th inst., 10 A.M.
ANPING, VIA SWATOW & AMOY	M. STRUVE	Jap. str.	T. Brandt	OSAKA SHOSHEN KAISHA	15th inst., 10 A.M.
SWATOW, AMOY & POOCHOW	TRITON	Jap. str.	H. Kraft	OSAKA SHOSHEN KAISHA	To-morrow, 10 A.M.
SWATOW & TIENTSIN	HAITAN	Brit. str.	Rosch	DOUGLAS LAFRAIK & CO.	To-morrow, 10 A.M.
MANILA	CHILLI	Brit. str.	...	BUTTERFIELD & SWIRE	7th inst.
MANILA	SHAWMUT	Brit. str.	W. M. Smith	DODWELL & CO., LD.	To-morrow.
MANILA	ZAFIRO	Brit. str.	R. Rodger	SHEWAN, TOMES & CO.	About 7th inst.
MANILA	EMPIRE	Brit. str.	Holmes	GIBB, LIVINGSTON & CO.	7th inst., 10 A.M.
MANILA	ROD	Brit. str.	R. W. Almond	SHEWAN, TOMES & CO.	14th inst., 10 A.M.
KUDAT & SANDAKAN	BORNEO	Ger. str.	Muhle	MELCHERS & CO.	Quick despatch.
SINGAPORE & JAVA PORTS	TUPANAS	Dut. str.	...	H. C. TRADING CO.	Quick despatch.
SINGAPORE, PENANG & CALCUTTA	C. APCAR	Brit. str.	A. Stewart	DAVID SASSOON & CO., LD.	To-day, at 3 P.M.
BOMBAY, VIA SINGAPORE & PENANG	ISCHIA	Ital. str.	Maganzini	CARLOWITZ & CO.	11th inst., at Noon.

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAISE.

## NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, &c.

## PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 3rd May, 1904, at 1 p.m., the Company's Steamship "ANNAM," Captain R. Girard, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSHIPMENT.

This Steamer connects at COLOMBO with the Australian line s.s. "Nera," bound for MARSEILLES via BOMBAY and ADEN. Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal ports of Europe.

Shipping Orders will be granted till Noon only on Monday, the 2nd May. Specie and Parcels received until 4 p.m. on the same day. No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required. For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 21st April, 1904. [2]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Steamship.

"EMPIRE."

Captain Helmer, will be despatched for the above port on WEDNESDAY, the 11th May, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light. A stewardess and a duly qualified surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight, apply to GIBB, LIVINGSTON & CO., Agents. Hongkong, 21st April, 1904. [1072]

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG, 1904.

"SHIMOSA" ... 10th May. "SATSUMA" ... 31st May.

For Freight and further information, apply to DODWELL & CO., LD., Agents.

Hongkong, 29th April, 1904. [877]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship.

"EMPIRE."

Captain Helms, will be despatched for the above ports on WEDNESDAY, the 11th May, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light. A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL.

REMARKS.

YOKOHAMA, VIA SHANGHAI, MOJI, &amp; KOBE.

PERA ... About 3rd May. A. L. Valentine ... Freight only.

LONDON, &c. ... MALTA ... Noon, 7th May. C. L. Daniel ... See Special Advertisement.

SHANGHAI ... SIMLA ... About 8th May. F. R. Summers ... Freight and Passage.

LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, and PORT SAID ... FORMOSA ... About 11th May. B. H. W. Snow ... Freight and Passage.

For further Particulars, apply to E. A. HEWITT, Superintendent.

Hongkong, 30th April, 1904. [1]

## OSAKA SHOSHEN KAISHA

REGULAR STEAMSHIP SERVICES BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS

AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

FOR STEAMERS LEAVING.

ANPING, VIA SWATOW AND AMOY ... "TRITON" ... WEDNESDAY, 4th May, at 10 A.M.

TAMU, VIA SWATOW AND AMOY ... "FRITHJOF" ... SUNDAY, 8th May, at 10 A.M.

FOOCHOW, VIA SWATOW AND AMOY ... "TRIUMPH" ... WEDNESDAY, 11th May, at 10 A.M.

TAMU, VIA SWATOW AND AMOY ... "M. STRUVE" ... SUNDAY, 15th May, at 10 A.M.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed mail steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Offices at No. 8, Des Voeux Road Central.

Hongkong, 3rd May, 1904. T. ARIMA, Manager. [115]

## HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRECHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

ARTEMISIA ... HAYRE and HAMBURG ... On 12th May. Freight.

MARBURG ... HAYRE, BREMEN and HAMBURG ... On 17th May. Freight.

STRASSBURG ... HAYRE and HAMBURG ... On 31st May. Freight & Passengers.

SEGOVIA ... HAYRE and HAMBURG ... On 14th June. Freight.

NURNBERG ... HAYRE and HAMBURG ... On 25th June. Freight.

For Further Particulars, apply to HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE, OTHER BUILDINGS, No. 1.

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between

Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP TONS. CAPTAIN. FOR. SAILING DATE.

ZAFIRO ... 2540 ... R. Rodger ... Manila. Sat., 7th May, 10 A.M.

BUBI ... 2540 ... E. W. Almond ... Manila. Sat., 14th May, 10 A.M.

PERLA ... 1880 ... A. H. Nettley ...

For Freight or Passage apply to SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 30th April, 1904. [116]

## CANADIAN PACIFIC RAILWAY CO.'S

## ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 11th May.

R.M.S. "TARTAR" ... 4,425 Tons ... SATURDAY, 21st May.

R.M.S. "EMPRESS OF CHINA" ... 6,000 Tons ... WEDNESDAY, 1st June.

R.M.S. "EMPRESS OF INDIA" ... 6,000 Tons ... WEDNESDAY, 22nd June.

R.M.S. "EMPRESS OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 13th July.

Hongkong to London, 1st Class ... via St. Lawrence ... via New York \$62.

"Intermediate on Steamers" ... \$40. "1st Class Rail" ... \$42.

THE magnificent TWIN-SCREW "EMPRESS" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, 8, Pedder Street.

6.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHIP VIA INLAND PORTLAND, OREGON

SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD &amp; NAVIGATION CO.

STEAMSHIP TONS. CAPTAIN. TO SAIL ON.

"ARAGONIA" ... 5,198 ... Sehuld ... June 14th, 1904.

"NUMANTIA" ... 4,370 ... Wager ... July 14th, 1904.

"NICOMEDIA" ... 4,370 ... Wager ... August 14th, 1904.

"ARABIA" ... 4,483 ... Bahle ... September







